

UNION PACIFIC RAILROAD COMPANY

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December 20, 2002

VIA U.P.S. OVERNIGHT

Mr. Vernon Williams, Secretary
Surface Transportation Board
1925 K Street, N.W.
Washington, D.C. 20423-0001

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**RE: Docket AB-33 (Sub-No. 194X), Union Pacific Railroad Company
- Abandonment Exemption - In Salt Lake County, Utah**

Dear Mr. Williams:

The Union Pacific Railroad Company has received a Statement of Willingness to Assume Financial Responsibility from the Utah Transit Authority ("UTA") for that portion of the Union Pacific's right-of-way and track structure between Milepost 6.60 near Bagley and Milepost 11.81 near Lead Mine, a distance of approximately 5.21 miles in Salt Lake County, Utah. The Union Pacific is willing to enter into a trail use rail banking agreement with the UTA and supports the UTA's request for trail use/rail banking under 49 C.F.R. § 1152.29. A copy of the UTA's request is attached hereto as Exhibit "A" and hereby made a part hereof.

Ten (10) additional copies of this letter and exhibit are enclosed for the Board's use and distribution.

Very truly yours,

Mack H. Shumate, Jr.
Senior General Attorney

Enclosures

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ENTERED
Office of Proceedings

DEC 23 2002

Part of
Public Record

Kirkpatrick & Lockhart LLP

December 12, 2002

Mr. Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, NW, Room 711
Washington, DC 20423

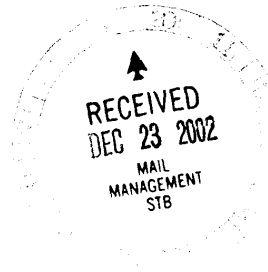
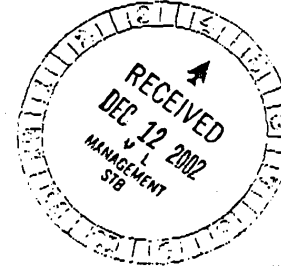


EXHIBIT "A"
1800 Massachusetts Avenue, N.W.
Suite 200
Washington, DC 20036-1221
202.778.9000
www.kl.com



Re: Union Pacific Railroad Company – Abandonment Exemption – In Salt Lake County, UT.
STB Docket No. AB-33 (Sub-No. 194X)

Dear Mr. Williams:

This letter is filed on behalf of Utah Transit Authority (hereinafter referred to "UTA").

UTA requests issuance of a Notice of Interim Trail Use ("NITU") for the rail line known as the Bingham Industrial Lead between approximately MP 6.60 near Bagley and approximately MP 11.81 near Lead Mine (the "Subject Line"), a distance of approximately 5.21 miles in Salt Lake County, Utah.¹

On December 2, 2002, the Surface Transportation Board ("STB") served and published notice that Union Pacific Railroad Company ("UP") filed a notice of exemption under 49 CFR Part 1152, Subpart F to abandon the Subject Line. The notice provided that any request for trail use/rail banking under 49 CFR § 1152.29 must be filed no later than December 12, 2002. UTA respectfully seeks rail banking and interim trail use on the Subject Line.

UTA makes the following statement in support of its NITU request:

STATEMENT OF WILLINGNESS TO ASSUME FINANCIAL RESPONSIBILITY

In order to establish interim trail use and rail banking under 16 U.S.C. 1247(d) and 49 CFR 1152.29, Utah Transit Authority is willing to assume full responsibility for management of, for any legal liability arising out of the transfer or use of (unless the user is immune from liability, in which case it need only indemnify the railroad against any potential liability), and for the

¹ This NITU request is related to the following proceedings: 1) Union Pacific Railroad Company – Abandonment Exemption– In Davis and Weber Counties, UT, STB Docket No. AB- 33 (Sub-No. 191X); 2) Union Pacific Railroad Company – Abandonment Exemption– In Salt Lake and Utah Counties, UT, STB Docket No. AB- 33 (Sub-No. 192X); and 3) Union Pacific Railroad Company – Abandonment Exemption– In Utah County, UT, STB Docket No. AB- 33 (Sub-No. 193X).

Kirkpatrick & Lockhart LLP

Mr. Vernon A. Williams

December 12, 2002

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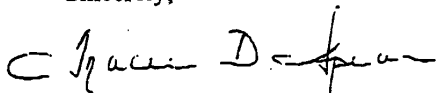
payment of any and all taxes that may be levied or assessed against the right-of-way owned by Utah Transit Authority and operated by Union Pacific Railroad Company.

The property, known as a portion of Bingham Industrial Lead, extends from approximately MP 6.60 near Bagley to approximately MP 11.81 near Lead Mine, a distance of approximately 5.21 miles in Salt Lake County, Utah. The right-of-way is part of a line of railroad proposed for abandonment in Docket No. STB AB-33 (Sub-No. 194X).

A map of the property depicting the right-of-way is attached.

Utah Transit Authority acknowledges that use of the right-of-way is subject to the user's continuing to meet its responsibilities described above and subject to possible future reconstruction and reactivation of the right-of-way for rail service. A copy of this statement is being served on Union Pacific Railroad Company on the same date it is being served on the Board.

Sincerely,



Tracie D. Spear

Counsel for Utah Transit Authority

Enclosure

cc: Mack Shumate, Union Pacific Railroad Company

